

UNITED STATES COAST PILOT CORRECTIONS

COAST PILOT 7 37 Ed 2005 Change No. 15
LAST NM 26/05

Page 173—Paragraph 2816, line 2; read:
authority for this section includes 33 U.S.C. 1226.

§165.1156 Safety Zone; Offshore Marine Terminal, El Segundo, CA.

(a) *Location.* The following area is a safety zone: All waters of Santa Monica Bay, from surface to bottom, enclosed by a line beginning at

- 33° 54'59"N., 118° 26'50"W.; then to
- 33° 54'59"N., 118° 27'34"W.; then to
- 33° 54'00"N., 118° 27'34"W.; then to
- 33° 54'00"N., 118° 26'50"W.; then to the point of beginning (NAD 1983).

(b) *Regulations.* (1) In accordance with the general regulations in §165.23 of this part, entry into or movement within this zone is prohibited except for:

- (i) Commercial vessels authorized to use the offshore marine terminal for loading or unloading;
- (ii) Commercial tugs, lighters, barges, launches, or other vessels authorized to engage in servicing the offshore marine terminal or vessels therein;
- (iii) Public vessels of the United States.

(2) Persons desiring to transit the area of the safety zone may contact the Captain of the Port at telephone number 1-800-221-8724 or on VHF-FM channel 16 (156.8 MHz). If permission is granted, all persons and vessels must comply with the instructions of the Captain of the Port or his or her designated representative.

(3) Nothing in this section shall be construed as relieving the owner or person in charge of any vessel from complying with the Navigation Rules as defined in 33 CFR chapter 1, subchapters D and E and safe navigation practice.

(FR 5/27/05) 27/05

COAST PILOT 7 37 Ed 2005 Change No. 16

Page 323—Paragraph 6, line 3; read:
Approach Lighted Whistle Buoy SF:
(LL/04; 20/04 CG11) 27/05

Page 329—Paragraph 84, line 1; read:
San Francisco Approach Lighted Whistle Buoy SF ...
(LL/04; 20/04 CG11) 27/05

Page 335—Paragraph 232, line 6; read:
Lighted Whistle Buoy SF are described in some detail in ...
(LL/04; 20/04 CG11) 27/05

Page 338—Paragraph 264, line 11; read:
Francisco Approach Lighted Whistle Buoy SF, or, in foul ...
(LL/04; 20/04 CG11) 27/05

Page 338—Paragraph 264, line 19; read:
Whistle Buoy SF:
(LL/04; 20/04 CG11) 27/05

Page 339—Paragraph 268, line 3; read:
Francisco Approach Lighted Whistle Buoy SF) is an area with a ...
(LL/04; 20/04 CG11) 27/05

Page 339—Paragraph 269, line 3; read:
Whistle Buoy SF.

Coast Guard

Golden Gate Coast Guard Station is about 0.4 mile NNE of the bridge at the entrance to Horseshoe Bay.

State regulations

Tank Vessel Escort Regulations have been established by the State of California for San Francisco, San Pablo, and Suisun Bays. Tank vessel masters, owners, and operators are expected to be familiar and in compliance with the regulations. Failure to be in compliance may result in unsafe transit delays, and fines. The regulations can be found on the internet at www.dfg.ca.gov, or may be obtained by calling the California Office of Spill Prevention and Response 24-hour Communications Center at 916-445-0045. Tank vessel masters should contact their agent or vessel manager/owner for additional information. The San Francisco Marine Exchange may also be able to provide mariners with additional information and can be contacted at 915-441-6600.

(NOS/05 ; LL/04; 20/04 CG11) 27/05

COAST PILOT 7 37 Ed 2005 Change No. 17

Page 334—Paragraphs 224 to 225; read:

Traffic Separation Scheme

Traffic Separation Scheme San Francisco has been established off the entrance to San Francisco Bay. (See chart 18645.) The scheme is composed of **directed traffic areas** each with one-way inbound and outbound **traffic lanes** separated by defined **separation zones; a precautionary area; and a pilot boat cruising area.** The Scheme is recommended for use by vessels approaching or departing San Francisco Bay, but is not necessarily intended for tugs, tows, or other small vessels which traditionally operate outside of the usual steamer lanes or close inshore.

The Traffic Separation Scheme has been designed to aid in the prevention of collisions at the approaches to major harbors, but is not intended in any way to supersede or alter the applicable Navigation Rules. Separation zones are intended to separate inbound and outbound traffic lanes and to be free of ship traffic, and should not be used except for crossing purposes. Mariners should use extreme caution when crossing traffic lanes and separation zones. (See Traffic Separation Schemes, chapter 1, for additional information.)

When not calling at San Francisco mariners are urged to sail direct between Point Arguello and Point Arena so as to pass the San Francisco Bay area to the W of the Farallon Islands and clear of the San Francisco Traffic Separation

Scheme. In this manner through coastwise traffic will avoid crossing the directed traffic areas and/or precautionary area.

The **precautionary area** off the entrance to San Francisco Bay is inscribed by a circle with a radius of 6 miles centered on San Francisco Approach Lighted Whistle Buoy SF (37°45.0'N., 122°41.6'W.) with the traffic lanes fanning out from its periphery. The W half of the circle has depths of 15 to 30 fathoms, the E half has lesser depths of 4 to 21 fathoms. Extreme caution must be exercised in navigating within the precautionary area inasmuch as both incoming and outgoing vessels use the area in making the transition between San Francisco Main Ship Channel and one of the established directed traffic areas as well as maneuvering to embark and disembark pilots. It is recommended that all vessels in the precautionary area guard VHF-FM channels 13 and 14.

A circular area to be avoided, with a 0.5 mile radius centered on the San Francisco Approach Lighted Whistle Buoy SF, has been established in the precautionary area of the San Francisco Traffic Separation Scheme. This zone has been established for the protection of the lighted whistle buoy.

Mariners are cautioned that San Francisco Approach Lighted Whistle Buoy SF cannot be safely used as a leading mark to be passed close aboard, and are requested to stay outside that area.

The **pilot boat cruising area** is about 1 mile NE of the San Francisco Approach Lighted Whistle Buoy SF. (See pilotage for San Francisco Bay, this chapter.)

Northern Traffic Lanes:

Traffic Lane, Inbound

The N approach to San Francisco is between Point Reyes and the Farallon Islands through the N inbound traffic lane that tapers from 1.7 miles to 1 mile wide in its length of about 15.4 miles. Entering the traffic lane at a point in about 37°55.0'N., 123°05.2'W., a course of **120°** follows the centerline of the traffic lane to the junction with the precautionary area; thence an ESE course for about 7 miles leads to the pilot boat cruising area. The least known depth in the traffic lane is 29 fathoms.

Traffic Lane, Outbound

The N exit from San Francisco Bay by outbound vessels is 6 miles, 312° from the San Francisco Approach Lighted Whistle Buoy SF through the N outbound traffic lane that expands from 1 mile to 1.7 miles wide in its length of about 15.4 miles. A course of **305°** follows the centerline of the traffic lane to its end; thence steer usual courses to destination. Least known depth in the traffic lane is 25 fathoms.

Separation Zone

The N separation zone between the inbound and outbound traffic lanes tapers from 1.7 miles wide at its outer end to 1 mile wide at its junction with the precautionary area and is centered on a line bearing **302½°** and passing through San Francisco Approach Lighted Whistle Buoy SF and San Francisco Northern Traffic Lane Lighted Bell Buoy N (37°48.2'N., 122°47.9'W.).

Western Traffic Lanes:

Traffic Lane, Inbound

The SW approach to San Francisco Bay is SE of the Southeast Farallon Island through the main inbound traffic lane which tapers from 1.7 miles to 1 mile wide in its length of about 9.4 miles. Entering at a point in about 37°35.8'N., 122°56.9'W., a course of **058½°** follows the centerline of the traffic lane to the junction with the precautionary area; thence a NE course for about 6.7 miles leads to the pilot boat cruising area. The least known depth in the traffic lane is 28 fathoms, except for the charted wreck 6.7 miles **226°** from San Francisco Approach Lighted Whistle Buoy SF which has a minimum depth of at least 9 fathoms.

Traffic Lane, Outbound

The SW exit from San Francisco Bay by outbound vessels is 6 miles, 244° from the San Francisco Approach Lighted Whistle Buoy SF through the main outbound traffic lane that expands from 1 mile to 1.7 miles wide in its length of about 8.8 miles. A course of **247°** follows the centerline of the traffic lane to its end; thence steer usual courses to destination. The least known depth in the traffic lane is 29 fathoms.

Separation Zone

The main separation zone between the inbound and outbound traffic lanes tapers from 1.7 miles wide at its outer end to 1 mile wide at its junction with the precautionary area and is centered on a line bearing **242½°** from San Francisco Main Traffic Lane Lighted Gong Buoy W (37°41.5'N., 122°47.7'W.).

Southern Traffic Lanes:

Traffic Lane, Inbound

The S approach to San Francisco Bay is through the 1-mile wide Southern Traffic Lane (Inbound) that has a length of about 12 miles. Entering at a point in about 37°27.0'N., 122°39.5'W., a **000°** course follows the centerline of the traffic lane to the junction with the precautionary area; thence a NNW course for about 6 miles leads to the pilot boat cruising area. Least known depth in the traffic lane is about 21 fathoms.

Traffic Lane, Outbound

The S exit from San Francisco Bay for outbound vessels is about 6 miles **195°** from the San Francisco Approach Lighted Whistle Buoy SF through the 1-mile wide Southern Traffic Lane (Outbound) that has a length of about 12 miles. A course of **180°** follows the centerline of the traffic lane to its end. Least known depth in the traffic lane is about 25 fathoms.

Separation Zone

The S separation zone between the inbound and outbound traffic lanes is about 2 miles wide and 12 miles long, centered on a line bearing **000°** from San Francisco South Traffic Lane Lighted Bell Buoy S (37°39'00"N., 122°41'42"W.).

An additional **Traffic Separation Scheme** has been established through the Main Ship Channel and Golden Gate into

San Francisco Bay. The scheme consists of one-way **traffic lanes** separated by a **separation line** and, after entry into San Francisco Bay, includes a **precautionary area**, a **regulated navigation area**, and **recreation areas**. For purposes of INTERNATIONAL NAVIGATION Rule 10, this scheme has been adopted by IMO seaward of the demarcation line. (See Traffic Separation Schemes, chapter 1, for additional information).

Vessel Traffic Service

Vessel Traffic Service San Francisco serves San Francisco Bay, its seaward approaches and its tributaries as far inland as Stockton and Sacramento. Participation is mandatory for certain vessels within navigable waters of the United States. (See **161.1 through 161.23 and 161.50**, chapter 2, for limits and regulations.)

The purpose of the San Francisco Vessel Traffic Service (VTS) is to coordinate the safe, secure, and efficient transit of vessels in San Francisco Bay including its approaches and tributaries in an effort to prevent accidents with the possible associated loss of life, damage to property and the environment. VTS also fully supports Coast Guard and other public service missions through its unique communications and surveillance capabilities. The Vessel Traffic Center (VTC), located on Yerba Buena Island in San Francisco, is staffed 24 hours a day, seven days a week by Coast Guard personnel.

The VTS uses radar, closed-circuit television and VHF-FM radiotelephone to gather information, and uses VHF-FM radiotelephone to disseminate information. Information provided by the VTS is mostly generated from vessel reports; this information can therefore be no more accurate than the reports received from mariners coupled with the ability of VTS equipment to verify those reports. The VTS may not have first hand knowledge of hazardous circumstances existing in the VTS area. Unreported hazards may still confront mariners at any time. This service does not in any way supersede or alter applicable Navigation Rules. The owner, operator, charterer, master, or person directing the movement of the vessel remains at all times responsible for the manner in which the vessel is operated and maneuvered, and is responsible for the safe navigation of the vessel under all circumstances.

The VTS maintains a continuous radiotelephone watch on VHF-FM channels 12, 13, 14, and 16. The VTS is also equipped to communicate on all VHF-FM radiotelephone channels. The radio call sign is "San Francisco Vessel Traffic Service." After communications have been established, the abbreviated call sign "Traffic" may be used. Mariners may also contact VTS by cellular or land-line telephone at (415) 556-2760.

The VTS area is divided into two sectors: offshore and inshore. The **Offshore Sector** consists of the ocean waters within a 38 nautical mile radius of Mount Tamalpais (37°55.8'N., 122°34.6'W.) excluding the San Francisco Offshore Precautionary Area. (The San Francisco Offshore Precautionary Area is the area within a six-mile radius of the San Francisco Approach Lighted Whistle Buoy SF.) Channel 12 VHF-FM is the designated working frequency for the Offshore Sector. At minute 15 and minute 45 of each hour, VTS makes broadcasts giving the positions, courses, and

speeds of participating vessels in the sector.

The **Inshore Sector** consists of the waters of the San Francisco Offshore Precautionary Area eastward to San Francisco Bay and its tributaries extending inland to the ports of Stockton, Sacramento, and Redwood City. VHF-FM Channel 14 is the designated working frequency for the Inshore Sector.

Reporting points for the San Francisco VTS area are as follows:

Offshore Sector:

- the "N", "W", "S" buoys marking the entrance to the Traffic Separation Scheme lane to be used
 - the seaward end of the Traffic Separation Scheme lane used
 - the outer limit of the Offshore Sector 38 nautical miles from Mount Tamalpas.
- (These points are given as for an outbound transit; inbound vessels use the same points in reverse order.)

Inshore Sector:

- Pilot Area/Point of Entry into VTS area
- San Mateo Bridge
- Redwood Creek Entrance Light 2
- Dumbarton Bridge
- Richmond-San Rafael Bridge
- "E" buoy in San Pablo Bay
- Petaluma Channel Daybeacons 1, 2, and 19
- Mare Island Strait Light 1 (when inbound/outbound Mare Island Strait)
- Mare Island Causeway Bridge
- Carquinez Bridge
- Southern Pacific Railroad Bridge
- Naval Weapons Station Concord (Port Chicago)
- New York Point
- Antioch Bridge
- Prisoners Point
- Rio Vista Bridge
- Sacramento Deep Water Channel Lights 51 and 65
- when secured at the destination or when departing the VTS area

For detailed information about the VTS, go to the Coast Guard's VTS website at www.uscg.mil/d11/vtssf. The site contains links to the Users Manual, Communications Guide, Regulated Navigation Areas, and other information particularly useful to commercial and recreational mariners. Vessels operating within the VTS Area defined as VTS Users are reminded of the requirement to carry a copy of the National VTS Regulations aboard their vessel and are recommended to carry a copy of the San Francisco VTS User's Manual.

Routes

The routes for approaching San Francisco Bay are described in chapter 3 and at the beginning of this chapter under San Francisco Traffic Separation Scheme.

Taking care to avoid the circular 0.5-mile-radius area centered on San Francisco Approach Lighted Whistle Buoy SF, steer a course to enter the charted eastbound San Francisco Bay traffic lane. The recommended route for outbound ves-

sel is via the charted westbound San Francisco Bay traffic lane to the precautionary area of the San Francisco Traffic Separation Scheme.

Vessels with a draft of 45 feet or greater bound for the deepwater anchorages S of the San Francisco-Oakland Bay Bridge or N to San Pablo Bay and Carquinez Strait should use the charted **Deep Water Route E** of the Golden Gate Bridge. Vessels intending to use the Deep Water Route should notify San Francisco Traffic before passing Mile Rocks. Deep draft vessels will neither meet nor overtake in the Deep Water Route. Deep draft vessels bound for Anchorage 9, S of San Francisco-Oakland Bay Bridge, should pass E of Blossom Rock then through the C-D or D-E spans of the bridge.

From the Golden Gate Bridge, vessels with drafts less than 45 feet bound for San Pablo Bay and Carquinez Strait set a course to follow the charted Traffic Separation Scheme to the precautionary area E of Alcatraz Island, thence N through the charted Traffic Separation Scheme to San Pablo Bay and Carquinez Strait.

Mariners are cautioned that the traffic lanes between Angel Island and North Point are frequently crossed by tugs with barges, and self-propelled dredges. These vessels normally transit to and from the dumping ground S of Alcatraz Island.

(LL/05; NOS 18645; NOS 18680; NOS/05
VTS Manual/04; LL/04; 20/04 CG11) 27/05

COAST PILOT 7 37 Ed 2005 Change No. 18

Page 93—Paragraph 930, line 14; read:

1500 feet northwest of the centerline of said pier.

(3) *Avalon Bay*. (i) *Anchorage A*. The waters within an area described as follows: A circle of 1350 feet radius centered at 33°20'59.0"N., 118°18'56.2"W.

(ii) *Anchorage B*. The waters within an area described as follows: A circle of 1350 feet radius centered at 33°20'38.3"N., 118°18'35.8"W.

(iii) *Anchorage C*. The waters within an area described as follows: A circle of 1350 feet radius centered at 33°21'21.0"N., 118°19'16.7"W.

(CL 700/05; FR 5/18/05) 27/05

Page 93—Paragraph 936, line 6; read:

to lights, fog signals, or for otherwise violating law.

(6) The Avalon Bay anchorage is reserved for large passenger vessels of over 1600 gross tons, unless otherwise authorized by the Captain of the Port Los Angeles-Long Beach.

(CL 700/05; FR 5/18/05) 27/05

Page 296—Paragraph 62, line 1 to Paragraph 63; read:

NOAA weather radio channel 1.

A **small-craft anchorage** is in Descanso Bay, just N of Casino Point. Three **anchorage areas**, used for large passenger vessels, are just outside Avalon Bay. (See **33 CFR 110.1 and 110.216**, chapter 2, for limits and regulations.) In 1978, it was reported that the holding ground was poor, and that heavy concentrations of kelp made anchoring difficult in the

Descanso Bay anchorage.
(CL 700/05; FR 5/18/05)

27/05

Page 400—Paragraph 7, lines 1 to 5; read:

In March 2005, the controlling depth was 7 feet in the entrance channel to the turning basin, thence depths of 7 to 13 feet were available in the basin; the entrance to the SE basin had a controlling depth of 5 feet and the barge slip had depths of 5 to 9 feet. An overhead power cable crossing the river ...

(BP 185942) 27/05